

M. Gains
COURT MILLINER,
HOTEL MANSIONS,
FROM December 1st next,
an entirely New Stock
of Millinery, Hats, Toques
and Novelties. Inspection
invited.

The China Mail.

ESTABLISHED 1845

GRAND PRIX PARIS 1875
The Highest Premium Awarded
Joseph Gillott's
PENS
Of Highest Quality, & Having Superior
Durability, and Therefore
CHEAPEST.
The only Award Chicago, 1893.

No. 18,918

號六十一百一十第卷第千一第

HONGKONG, SATURDAY, NOVEMBER 16, 1907.

日一十月十年庚丁

PRICE \$8.00 Per Month

Intimations.

THORNE'S
OLD VAT

PER CASE \$14.



SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & Co., Ltd.
Hongkong, May 1, 1907. 733

PHYSICAL CULTURE.

LESSONS in BOXING, BALL-PUNCHING,
CLUB-SWINGING, etc., on application.
SPECIAL hours and attention to LADIES.
School at 8A, QUEEN'S ROAD CENTRAL.
Prof. B. BELLEW.
Hongkong, November 15, 1907. 1825

SOCIETY ST. VINCENT DE PAUL.

THE Committee of the "AL FRESCO"
FEAST held on the 10th inst. in the
Company of the Roman Catholic Cathedral
beg to tender their heartfelt THANKS
to the Governor and Lady LUGARD and
to the Ladies and Gentlemen who so kindly
contributed with their valuable assistance
towards the success of the Bazaar.
Their BEST THANKS are also due to the
Press, to Captain and Officers of the
H.M.S. Bedford for their excellent band,
and the public in general for their very
liberal and highly appreciated patronage.
The Bazaar realized after paying all the
expenses about \$8400.
Hongkong, November 15, 1907. 1824

TABLEAUX VIVANTS.

A SERIES of LIVING PICTURES
will be given on MONDAY, the 18th
November, in the THEATRE ROYAL
CITY HALL, at 9 P.M., in which the following
Ladies and Gentlemen have kindly
consented to take part:—
Mrs. Bellis, Mrs. Looker, Mrs. Mackay,
Mrs. Somerset Playne, Mrs. Murray Slade,
Mrs. Watt, The Misses Berkeley, Miss Layton,
Miss Master and Miss Wilkinson.
Mr. Daniel, Mr. Lee, Hon. Mr. F. H.
May, C.M.G., Mr. Reginald Master, Mr.
Somerset Playne, Mr. Satterthwaite, R.E.,
Mr. Trautman and Mr. Worcester.

Proceeds (if any, after the expenses have
been paid) will be devoted to the North-
Eastern Hospital for children in London,
and to the Fund for the Restoration of
Winchester Cathedral—both of which are
in urgent need of help.

TICKETS.....\$2 and \$1.
Booking at the ROBINSON PIANO COM-
PANY, Des Voeux Road.
Hongkong, November 14, 1907. 1819

SCOTTISH MASONIC QUADRILLE ASSOCIATION.

THE SECOND DANCE of the Season
will be held in the CITY HALL, on
December 4th, 1907. Invitations Cards are
now available and may be obtained from
the undersigned.
Late Launch will leave Ferry Wharf for
Kowloon at 1.30 A.M.
JOHN J. BLAKE,
Hon. Secretary.
Hongkong, November 13, 1907. 1817

WANTED.

ENERGETIC EUROPEAN CANVAS-
SEER Good prospects for a pushing
man. Apply, by letter, to
"T. H. W."
Care of "CHINA MAIL" Office.
Hongkong, November 14, 1907. 1813

CHINA & JAPAN TELEPHONE &
ELECTRIC CO., LTD.

TELEPHONE DIRECTORY 1908.

In order that their names may be included
in the TELEPHONE DIRECTORY
1908 intending Subscribers should make
application before November 26th.
Hongkong, November 14, 1907. 1814

NOTICE.

WAI HOWKOW has ceased to be in
our employ since November 2nd,
1907.

WILKINSON, HEYWOOD &
CLARK, Ld.,
Alexandra Buildings.
Hongkong, November 12, 1907. 1804

NOTICE.

WAI HOWKOW has ceased to be as-
sociated with my Firm since Novem-
ber 2nd, 1907.

DOUGLAS GRAHAM,
Alexandra Buildings.
Hongkong, November 12, 1907. 1803

WEST RIVER TRIPS FROM HONGKONG.

Road Trip 6 Days.
Comfortable Steamers—Delightful Climate.
THE most interesting and picturesque
scenery in South China.
For further information, apply to
BUTTERFIELD & SWIRE,
Agents, West River British S.S. Co.,
Hongkong, October 25, 1907. 1706

Business Notices.

W. S. BAILEY & CO.
ENGINEERS & SHIPBUILDERS,
FOUNDERS & BOILERMAKERS.

RIVER STEAMERS, TUGS, MOTOR BOATS
HIGH-SPEED AND SHALLOW-DRAFT VESSELS A SPECIALTY.
ESTIMATES FOR ALL IRON AND STEEL WORK.

TELEPHONES: 187 and K. 21. CABLES: SHYBOWNE, Hongkong.

**HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,338 tons, Captain H. D. Jones.
s.s. POWAN, 2,338 tons, Captain H. Irwin-Black.
s.s. FATSHAN, 2,280 tons, Captain C. Lloyd.
s.s. KINSHAN, 1,995 tons, Captain B. Brauch.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m. (Saturday Excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).
The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday,
at 9.30 p.m. from Company's Wharf, returning from Canton every Tuesday, Thursday
and Saturday, at 5 p.m.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED

Hongkong-Macao Line.

s.s. SUI-AN, 1,651 tons, Captain W. A. Valentia.
s.s. SUI-TAI, 1,651 tons, Captain O. F. Morrison. (At Dock).
s.s. HEUNGSHAN, 1,995 tons, Captain R. D. Thomas.
Departures from Hongkong to Macao on week days at 3 a.m. from Queen-Street Wharf
West (except Mondays from Douglas Wharf) and at 2 p.m. from the Company's Wharf.
On Sundays Special Cheap Excursions, leaving Hongkong at 9 a.m.
from Douglas Wharf and from Macao at 5 p.m.

The Company also runs a Steamer from Macao on Sunday Morning at 7.30 a.m. and
from Hongkong at 1 p.m. from the Company's Wharf.

Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain R. Ramsay.
Departures from Canton to Hongkong on Monday, Wednesday and Friday, at 9 p.m.
Departures from Hongkong to Canton on Tuesday, Thursday and Saturday, at 8 p.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAI-NAM, 589 tons, Captain S. Bell Smith.
s.s. NANNING, 589 tons, Captain A. McKinnon.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

THE HONGKONG HOTEL.

UNRIVALED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY
MODERATE TERMS AND NO EXTRA.
A. F. DAVIES, Manager.
218F

TIFFIN
SPECIALLY SERVED FOR BUSINESS MEN
AT THE
CONNAUGHT HOTEL
MONTHLY RATES.
Hongkong, September 2, 1907. 1413

REMINGTON
TYPEWRITERS
WITH ALL REQUISITES.

SIEMSEN & CO.,
SOLE AGENTS.
Hongkong, March 2, 1906

NOTICE.

WE have this day established ourselves
under the name and style of
CRUZ & CO., General Import and Export
Merchants and Commission and Shipping
Agents, at Nos. 15, 16 and 17, CONNAUGHT
ROAD.

H. CRUZ & CO.
Hongkong, September 16, 1907. 1493

WHAT IS WHISKY?

If you know what a sensation
the above question has
raised in London, and the whole
of the United Kingdom, you
would be only too pleased to buy
MACLEAY DUFF'S Imperial
and Special Liqueur WHIS-
KIES.

THE BEST IN QUALITY AND
CHEAPEST IN PRICE.

PATELL & CO.,
SOLE AGENTS.
CANTON, CHINA.
Hongkong, November 12, 1907. 1803

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH

BELL'S ASBESTOS—NON-CONDUCTING COMPOSITION.

ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.


OR SUPPLIED IN

Bags of 1 cwt. each.

Office: 6, DES VOEUX ROAD

Intimations.

LEA and PERRINS' SAUCE



Assists digestion and gives a delightful piquancy and flavour to all

MEAT DISHES, SOUPS, FISH, CHEESE, CURRIES, GAME, POULTRY & SALADS.

The Original & Genuine Worcestershire.

By Royal Warrant to H.M. THE KING

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
HOTEL MANSIONS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

Holloway's PILLS & OINTMENT
Should be in every Home.

The Pills CURE INDIGESTION, BILIOUSNESS, HEADACHE, CONSTIPATION, FLATULENCE, DIZZINESS, &c. THE CHEST AND THROAT.

The Ointment CURES SPRAINS, WOUNDS, SORES, SKIN ERUPTIONS, AND COMPLAINTS OF THE CHEST AND THROAT.

RECOMMENDED AND USED BY ALL GOOD NURSES.

Manufactured only at 28, New Oxford Street (late 33, Oxford Street, London).

ROWLAND'S KALYDOR
FOR THE SKIN and COMPLEXION.

Soothing, Healing, and Emollient in its effects; it removes Freckles, Tan, Redness, Roughness, and all Cutaneous Eruptions, produces a Softness and Delicacy of the Face, Neck, Hands and Arms, and imparts a Matchless Beauty to the Complexion unobtainable by any other means; warranted Harmless.

Bottles, 2/6 and 4/6, sold by Stores, Chemists, and Druggists. Beware of cheap imitations. The only genuine Kalydor is the one which bears the official stamp of the London Dispensary.

REGISTERED. **DR. LALOR'S** TRADE MARK
PHOSPHODYNE

THE LARGEST SALE OF ANY PHOSPHORIC MEDICINE IN THE WORLD.

In thirty years has maintained its world-wide reputation as the Best and only reliable Phosphoric Cure for "Brain Weakness, Paralysis, Stomach, Dropsy, Nerve, Kidney, and Liver troubles, Hysterical Dreams, Premature Decay of Vital Power, General Debility, all kinds of Neuritis, and all Functional and Nervous Disorders of the System, caused by the deficiency of the Vital Force."

The effect of this Standard Phosphodyne is to strengthen the Nervous System and its kindred faculties, to invigorate and purify the blood, to stimulate and sustain the vitality of the system, and to restore the system to its normal condition.

Thousands of unimpeachable testimonials from all parts of the World; and from the highest Medical Authorities. No other Phosphodyne Preparation has received such distinguished recognition.

HEALTH, STRENGTH & ENERGY.

Sold in bottles at 4s. 6d. and 12s. 6d. each, by all Chemists throughout the World.

MANUFACTURED ONLY AT DR. LALOR'S PHOSPHODYNE LABORATORY, HAMPSTEAD, LONDON, ENGLAND.

Agents: A. B. WATSON & Co., Ltd.

Intimations.

Don't Worry! Don't Worry!
Why Worry?
CONSULT

PHAROS,
The Mystic and Modern Astrologer
YES, WHY WORRY?

ABOUT your Business, Health, Pleasures, Friends Abroad, your Love Affairs and Chances in Life. Yes, Why Worry? Consult Pharos. He is able to advise you. Console you and Warn you. His mission in this life is to help those in trouble, and must not be classed with the run of Palmists who use their *Supposed Gifts* to make money. Pharos is independent of this. Willing and able to help all in trouble and relieve their anxiety to the best of his ability and experience.

PHAROS HAS A MESSAGE TO YOU.

You are anxious to put your son to a business that he will prosper. Will your daughter be happy in her married life? You are in love? Have I made a wise choice in mate? Shall I take a partner into my business? Should I be wise in going abroad? All these questions Pharos can answer and advise by the aid of astrology. Why not put this to the test? Send P.O. value 1/- and addressed, stamped envelope to—

Pharos, Decr. 14 45, Union Street, Glasgow. with your Birth Date, Full Name and Title and Town or County of Birth if possible; upon receipt of same Pharos will send a written Test Horoscope.

With the above Pharos will send you Free a written Forecast of your Future.

Hongkong, October 31, 1907. 1743

PICTORIAL POSTCARDS.

100 ASSORTED Scotch, English & Irish Views, etc., for 1/6. 1000 " Animals, Lovers and Comic Cards for 15/-.

English and Continental actresses hand tinted real glossy Photographs 15/- per gross. CHRISTMAS & NEW YEAR CARDS WELL ASSORTED PARCEL 100 Cards for 6/- Value in 2d., 3d., 4d. and 6d. each.

1 Gross Jewelled Cards for 1/-. Foreign or Colonial Stamps not accepted. Kindly send Money Order.

BRITANIA POSTCARD CO.,

45, Union Street, Glasgow. Hongkong, October 31, 1907. 1744

REGULAR HONGKONG-CANTON LINE OF STEAMERS
OF THE
COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT

S.S. PAUL BEAU, 1900 tons, 14 knots. S.S. CHARLES HARDOUIN, 1900 tons, 14 knots.

Departure from Hongkong at 9.30 p.m. (Saturdays excepted). Departure from Canton at 5.15 p.m. (Sundays excepted).

The Company's Wharf is at the end of WING LOK STREET (Tram Station). CANTON AGENTS: Messrs E. PASQUET & Co.

For further particulars, please apply to **BARRETT & Co., Agents.** Hongkong, September 16, 1907. 1475

M. MUMFAY,

JAPANESE ARTIST AND PHOTOGRAPHER.

ENLARGEMENTS ON BROMIDE PAPER

AND FINISHED IN CRAYON.

ALL KINDS OF WORK DONE FOR AMATEURS.

VERY FINE PANORAMIC VIEWS OF HONGKONG.

8A, QUEEN'S ROAD CENTRAL. 2123

TYPEWRITERS! TYPEWRITERS!
Typewriters repaired, cleaned, overhauled, and broken parts duplicated under expert supervision.

Old Machines Renovated. Terms Very Moderate.

SATISFACTION GUARANTEED.

BICYCLES

FOR SALE, REPAIR, EXCHANGE AND HIRE.

THE DRAGON CYCLE CO.,

11, D'Aguiar Street. 2215

Hongkong, February 16, 1907.

USE ONLY & USE ALWAYS

ATKINSONS MOST REFRESHING.

A LUXURIOUS PERFUME Far Superior to the German Kinds.

A NECESSARY RESTORATIVE IN SICKNESS. **EAU DE COLOGNE**

DINNEFORD'S The Physician's Cure for Gout, Rheumatic Gout and Gravel.

DINNEFORD'S MAGNESIA Select and most Effective Preparation for Regular Use.

OAKLEY'S WELLINGTON KNIFE POLISH
BEST FOR CLEANING AND POLISHING CUTLERY, ETC.

KNIFE BOARDS
PREVENT FRICTION IN CLEANING & INJURY TO THE KNIVES

JOHN OAKLEY & SONS
BLACK LEAD MILLS LONDON

JOHN OAKLEY & SONS LIMITED, "Wellington Mills" LONDON

RAILWAYS IN MANCHURIA.

Arrangements for Through Communication.

Mr. H. E. Fulford, H.B.M.'s Consul-General at Mukden, recently sent a dispatch respecting the arrangements which are being made for securing through railway communication across the Chinese Northern (Imperial Railways of North China) and South Manchuria (Japanese) railway systems. The Sinking-Mukden section has been converted to the standard gauge, and the Chinese Northern Railway is running its own rolling-stock as far as Mukden. The connection of the two systems at the latter place is at present being hampered by the question of stations and the difference of rolling-stock, but these difficulties will doubtless soon disappear in response to the demands for a through service. It was announced by the Japanese railway authorities, states Mr. Fulford, that from July 1st a new scale of freight charges was to come into force all along their line with no preferential rate in favour of Taiton. The scale is high, the charges being:—8 sen per ton per mile for first-class goods; 64 sen for second-class goods, which include beans and their products; and 5 sen for third-class goods. These rates are much higher than those of the Chinese line, which is now carrying beans for 2c. per mile.

BICYCLES IN THE FORBIDDEN CITY.

China is indeed moving and the old reverence for time-honoured institutions is evidently wearing off in this back of the world empire as in the more up-to-date West. As every one knows who has been to Peking, the Forbidden City is surrounded as the immediate precincts of the Palace, and to ride or even walk through it is a privilege for which there has to be some definite justification. The privilege of riding on horseback or in a sedan chair is specially accorded to officials whom the Emperor or Empress Dowager may seek to honour, and the idea of usurping these privileges and setting at defiance the privacy which had its origin no doubt in extreme nervousness on the part of the Manchus, has never so far as we know been entertained until lately. That it has been so of recent date is apparent from the fact that a notification is now appearing in the Imperial City prohibiting any persons to walk about in the Forbidden City, or "ride on bicycles or horseback there," and enjoining the officials responsible for the preservation of good order for having permitted great laxity in this matter. This will come as news to many, and is an interesting indication of the change taking place in China, and the greater liberty of public thought and action. We have turned up old records and have failed to find any reference in past years to any such breach of Peking etiquette, and we are under the impression that this is the first time that any such notice has been issued.—"P. and T. Times."

During the Lusitania's stay in New York she was thrown open to the public, five thousand of whom, including many "souvenir hunters," rushed on board. At latest more advice the funnels and the engines were still in their places.

THE LONDON DIRECTORY,

(PUBLISHED ANNUALLY).

ENABLES readers throughout the World to communicate direct with English MANUFACTURERS & DEALERS

in each class of goods. Besides being a complete commercial guide to London and its suburbs the Directory contains lists of

EXPORT MERCHANTS with the Goods they ship, and the Colonial and Foreign markets they supply;

STEAMSHIP LINES arranged under the Ports to which they sail, and indicating the approximate sailings;

PROVINCIAL TRADE NOTICES of leading Manufacturers, Merchants, etc., in the principal provincial towns and industrial centres of the United Kingdom.

A copy of the current edition will be forwarded, freight paid, on receipt of Postal order for 20s.

Dealers seeking Agencies can advertise their trade cards for £1, or larger advertisement from £3.

THE LONDON DIRECTORY Co., Ltd.,

25, ABchurch Lane, LONDON, E.C.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

FOR ACCOUNT OF THE GOVERNMENT,

ON

MONDAY,

the 18th November, 1907, at 11 A.M., at Messrs F. BLACKHEAD & Co.'s Coal Sheds at Kowloon Point,—

2,075 TONS CARDIFF COAL,

(all more or less damaged by Fire and Water).

TERMS.—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, November 13, 1907. 1809

For Sale.

FOR SALE.

INLAND LOT No. 1703.

SITUATE at North Point, SHAUKI WAN ROAD, Hongkong, (next to the Macao Hotel).

The Property contains by admeasurement 105,560 square feet. Crown Rent \$238.00 per annum.

For further particulars, apply to

GOLDING & BARLOW,

10, Queen's Road Central, Hongkong, September 11, 1907. 1477

GEO. P. LAMMERT,
AUCTIONEER.

PUBLIC AUCTIONS.

THE Undersigned has received instructions to Sell by Public Auction, on **THURSDAY,** the 21st November, 1907, commencing at 2.30 P.M., at his SALES ROOMS, DUNDRELL STREET,—

A LARGE AND VALUABLE ASSORTMENT OF HOUSEHOLD FURNITURE,

Comprising:—
DOUBLE BEAMS BEDSTEADS, DOUBLE AND SINGLE IRON BEDSTEADS, MARBLE-TOP WASHSTANDS, TOILET TABLES, TEAK OVERMANTLES, TEA TABLES, ETC.
SILK TAPESTRY COVERED DRAWING ROOM SUITS, WHITE LACE CURTAINS, CARPETS and RUGS (new) TEAK SIDEBOARDS, DINING TABLE, DINNER and DESERT SERVICES, GLASS and CROCKERY WARE, CUTLERY, ETC.

Also
FINELY CARVED BLACKWOOD CABINETS, BOOKCASES, WRITING DESKS, TEA TABLES, JARDINIERES, STANDS, CHAIRS, PHOTO FRAMES, ETC., ETC.

(N.B. Householders are particularly requested to take note of this Sale, as the opportunity is not often given to the Public of being able to practically furnish a house in one day.)

On View from Wednesday, the 20th November, 1907.

TERMS.—Cash on delivery.

Catalogues will be issued. **GEO. P. LAMMERT, Auctioneer.**

THE Undersigned has received instructions to Sell by Public Auction, on

FRIDAY,

the 22nd November, 1907, commencing at 2.45 P.M., at No. 4, CARNARVON VILLAS, Kowloon,—

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE,

(Particulars from Catalogue).

TERMS.—As Customary.

On View from Thursday, the 21st November. **GEO. P. LAMMERT, Auctioneer.**

Hongkong, October 1, 1907. 1590

THERE IS NO DOUBT THAT
where ENO'S "Fruit Salt" has been taken in the earliest stages of a disease it has in innumerable instances prevented a serious illness. The effect of

ENO'S "FRUIT SALT"
upon any diarrhoeal, sleepless, or feverish condition is simply marvellous and unsurpassed. In fact it

IS NATURE'S OWN REMEDY

CAUTION.—Examine the wrapper and see that it is marked ENO'S "FRUIT SALT". Beware of cheap imitations. You must use the original form of ENO'S "FRUIT SALT".

Prepared only by J. C. ENO, Ltd., FRUIT SALT WORKS, LONDON, E.C. 4. Solely by Chemists and Stores everywhere.

TO-NIGHT

THE

VICTORIA CINEMATOGRAF,

DES VŒUX ROAD

(POTTINGER STREET CORNER).

NEW PICTURES.

TWO PERFORMANCES.

7 p.m. to 8.45 p.m.

9 p.m. to 11 p.m.

ADMISSION:—Box Seat \$1.00, First-Class 70 cents and Second-Class 40 cents.

New Apparatus and Films for sale, at cheap rates.

Hongkong, October 31, 1907. 1746

THEATRE ROYAL,

HONGKONG.

UNDER the distinguished patronage of Their Excellencies the Governor and Lady Lugard,

THE GRAND SCOTTISH PLAY

ROB ROY

will be given by the

KOWLOON DOCK AMATEUR DRAMATIC CLUB,

in the CITY HALL on

WEDNESDAY, November 20th,

at 9 p.m.

Tickets:—Dress Circle \$3; Stalls \$2 and \$1; Pit \$1.

Booking at Messrs S. MOUTRIE & Co. Proceeds in aid of the F.M.C.A.

Hongkong, November 1907. 1777

YUEN CHEONG.

SWATOW DRAWN-WORK MANUFACTURER.

Wholesale & Retail.

All kinds of DRAWN-THREAD-WORK, EMBROIDERIES, GLASS CLOVES, PATTERN-WARE AND LACES, ETC., ETC.

No. 38, Queen's Road Central, Hongkong

(Late of 52, Wellington Street).

Hongkong, September 4, 1907. 1435

INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS COMPANY.

(THE GREAT TRANS-SIBIRIAN ROUTE TO EUROPE).

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, etc., in connection with above.

SHEWAN, TOMES & CO.,

Hongkong, August 7, 1907. 1338

MITSU BISHI COSHI KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT

MARUNO-UCHI, TOKIO.

CABLE ADDRESS: "IWASAKI"

Which applies to all Branch Offices.

At A B C 5th Edition, Western Union Codes used.

All Letters Addressed:—

MANAGER, MITSU BISHI CO.,

with name of place used.

BRANCH OFFICES:—

NAGASAKI, MOI, KOBE, KAIYU, SHANGHAI, HONGKONG AND HANKOW.

AGENCIES:—

YOKOHAMA: M. ASADA, Esq.

CHINKIANG: Messrs GRABING & Co

MANILA: Messrs MACDONALD & Co.

SOLE PROPRIETORS of Takasima, Oshi, Shikoku, Yamaguchi and Kani.

Yamada Collieries and also Hojo Colliery, which will shortly be begun to produce on a large scale the best Buzen Coal.

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

T. MATSUOKI, Manager, Hongkong.

No. 2, PRINCE STREET.

Hongkong, April 28, 1906. 816

A LING & CO.,

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of Every Description in Stock.

Developing and Printing Undertaken.

Hongkong, August 1, 1907. 1259

Don't Forget

TO ORDER THE

'OVERLAND

CHINA MAIL.

BEFORE GOING HOME.

THE CRICKET CARNIVAL.

FIRST DAY.

Shanghai's First Innings.

Good Start by Hongkong.

Although the opening of the Cricket Carnival this morning was not attended by the brilliant sunshine which would have, perhaps, enhanced the picturesque quality of the ground to the spectators the rain held off and the light, at least in the earlier part of the day, left little to be desired from a cricketer's point of view. Even in the drab light which prevailed in the morning the ground looked attractive, the stands supplying so many points of colour. Festoons of Chinese lanterns had been suspended round the ground and added materially to its picturesque quality.

A glance round the stands showed that there are in Hongkong many adherents to the creed that "all work and no play makes Jack a dull boy." From the Governor down there was evidently no intention of running any risk in the direction of becoming dull, and business was for the time left carefully alone. While it would be much easier to mention those who were not present than those who were it may be mentioned that besides the Governor and Lady Lugard and suite there were noticed, in a word, everybody who is anybody in Hongkong.

The game was, as it should have been, taken very seriously by the spectators. The field was cheered as they came out. So were the first two Shanghai batsmen. Hongkong was determined to show its friendly rivals that it was prepared to treat them like sportsmen, and throughout the day worthy cricket, whether by Shanghai or Hongkong, was warmly approved.

Below, the game as far as it went, is described in detail, consequently there is no need to dwell with it here. It is sufficient to say that the glorious uncertainty of cricket was brought home to the Shanghai team by the sudden change involved in the figures 1 for 73, 4 for 78.

The luncheon to the teams was honoured by the presence of His Excellency the Governor.

Sharp at eleven the Hongkong team took the field, for Shanghai had won the toss and naturally they elected to bat first. The local team were greeted with applause which was renewed as Ollerdsen and Anderson emerged from the pavilion. Irvine took up the attack, but Ollerdsen seemed to relish his bowling for he scored 14 off the first over—three boundaries and a neat put to leg. Makin went on at the eastern end and a single was scored. A maiden was credited to each bowler and then the first wicket fell.

Anderson, in trying to lift a ball from Irvine, skying it to the bowler who took the chance. The previous ball had all but taken Anderson's wicket. 1-1-15. Rodolph went in. Ollerdsen was playing carefully but he put a loose one from Makin to the boundary and Rodolph broke his duck by a light tap on the leg side. Of the first 27 runs, scored in twenty minutes, Ollerdsen had made 25, five of his hits reaching the boundary. Makin was warmly applauded for a brilliant field—stopping a very hard drive by Ollerdsen with his left hand. The fielding so far was good. Lanning also bringing off a fine save, stopping a ball within a foot or two of the screen. Singles carried the score beyond 40 and a full-tossed ball from Irvine was sent to the boundary by Ollerdsen. Shortly after the half-century had been passed Corporal Sharpe relieved Irvine with the ball, five being scored from the over. One stroke was a neat glance to leg by Ollerdsen. As most of Ollerdsen's boundary hits were on the leg Lanning was sent there and saved several fives by fielding. Off Sharpe's next over nine runs were scored, two being boundaries by Ollerdsen. One stroke was a clean drive along the turf.

Next ball he gave "Harry" Hancock (behind the wickets) a chance but it was a difficult one and the Shanghai crick escaped. Pearce then took Makin's place and took Ollerdsen's wicket. Ollerdsen tried a short run but "Dick" Hancock returned smartly to Pearce and Ollerdsen was out. He had batted well and well. It was a pity he met his downfall in such a manner. 2-54-78. The Shanghai skipper—Walker—joined Rodolph and scored a single to leg. A suppressed "O!" burst from the spectators as Rodolph gave the local captain what seemed a chance but though Hancock touched the ball it was too hard to hold. Opinion was divided as to whether it was a chance, but in his next over the same bowler (Sharpe) had his revenge by bowling Rodolph. Quiet play had characterised Rodolph's batting; 3-20-78. Brand went in—and out again. Clean-bowled first ball. 4-0-78. The spectators waited with interest to see if Sharpe was to do the "hat-trick," but Lambie carefully blocked the first ball and patting the next to leg for a single. Two wickets fell for four runs in the over. Walker cut Pearce for four—a clean, bright stroke—which was warmly applauded. Sharpe bowled a maiden and Walker pulled a loose delivery from Pearce to leg, afterwards getting a single—a short run, the ball only going to cover-point. Sharpe had Lambie in difficulties several times, but Walker played the soldier better. Sharpe was keeping a good length throughout, but occasionally he sent down almost a "beast." A drive by Walker brought the century in sight after one hour twenty minutes' play, and Walker communicated to lay the wood on; but, though he drove and cut hard, good fielding kept the runs down. When the total had reached 113 Sharpe bowled Lambie with a well pitched ball.

5-13-114. Carruthers filled the vacant crease and played the over carefully. Makin was put on to bowl again instead of Pearce, and one run was scored off his first over, Walker placing him to leg. Another single and Carruthers faced Sharpe again, being bowled. 6-0-110. Sparke went in and was not plussed by the first ball, which just missed the wicket, but he scored a single off the last ball of the over. Sharpe also had him wondering in the next over but Sparke weathered it without scoring. Irvine then relieved Makin and Walker put the first ball through the slips to the boundary. Hancock evidently thought it would be a good thing to have a third man in the slips so went there himself. Sparke's first ball of the next over saw Sparke's end. He came forward to play the ball and missed. The wicket-keeper took the ball and stamped him. 7-2-126. McEuen went in and tried to pull Sharpe to leg, with no success at the first attempt but the last ball of the over found the leg boundary. Irvine's bowling was fast and his length good, though he bumped a good deal.

The score was 142 at the tiffin adjournment.

Play during the morning had been slow, except for the batting of Ollerdsen and Walker. The former hit nine 4's, one 3, two 2's, and eleven singles, while up to the tiffin adjournment Walker had found the boundary six times. Sharpe then had five wickets for 43 runs.

On resuming Sharpe bowled to Walker and Irvine was kept on at the other end. After a couple of overs Walker stepped out to Sharpe and lifted the ball to Makin at mid off and the catch was held. Walker had batted well for his 41. 8-44-147. When was next in and played the first ball to leg for a single. For an over or two it was quiet, both bowlers putting in good deliveries. McEuen was not at all confident when facing Sharpe, nor was When, while Irvine's off bowling made them wary, as "slips" were waiting for a catch. Splendid fielding by Turner at point and Lanning in the "country" earned applause. Taylor also stopped a hard ball at cover point. A carpet drive by When found the boundary, bringing 160 up after 2½ hours' play.

A pretty cut by When off Irvine got past Turner, but the next two deliveries had the batsman worried. Quietness characterised the play for the next ten minutes, though an occasional stroke by both batsmen was productive of runs. When added eight by two pulls to leg—each of which was put on to bow in place of Pearce. When was put on to bow in place of Pearce. When was put on to bow in place of Pearce.

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SHANGHAI.

FIRST INNINGS.

R. N. Anderson, c and b Irvine... 1
H. B. Ollerdsen, run out... 54
W. Rodolph, b Sharpe... 20
J. K. Brand, b Sharpe... 0
P. Lambie, b Sharpe... 13
A. G. H. Carruthers, b Sharpe... 0
N. L. Sparke, c H. Hancock b Sharpe... 2
L. Walker, c Makin, b Sharpe... 41
D. R. McEuen, b Makin... 18
A. F. When, l.b.w. b Pearce... 52
T. Main, not out... 0
Sundries... 11

Total... 212

BOWLING.

O. M. R. W.
Irvine... 18 3 54 1
Makin... 13 2 35 1
Sharpe... 24 4 71 6
Pearce... 11 2 39 1

HONGKONG.

FIRST INNINGS.

R. Hancock, b Main... 21
H. B. Makin, b Sparke... 49
T. E. Pearce, l.b.w., b Carruthers... 26
H. Hancock, b Sparke... 47
W. G. D. Turner, not out... 20
A. E. Lanning, not out... 3
Sundries... 3

Four wickets for... 144

THE YARN MARKET.

Messrs Phiroza B. Potti & Co. report:

Our last circular was dated the 1st inst. Buyers evincing the same disinclination to come forward, prices have again suffered a decline, in some threads from one to two dollars per bale, while in others there has been an even more appreciable fall, owing to forced sales. The reported sales amount in all to some 2,700 bales, but this figure is mentioned with some diffidence as there is no means of ascertaining what quantity has been purchased from first hands, nor how many passed between dealer and dealer.

The paucity of orders is, however, very marked, owing to, among others, three principal causes. The first of these is said to be the reluctance of operators to make further commitments on account of the clearances becoming due about the time of the closing of the accounts for the China New Year, three months hence. The second reason is due to the hesitancy of dealers engendered by the uncertainty of the course of exchange. And, lastly, the most serious disturbing factor in the yarn trade is the continuance of restlessness and lawlessness in the interior, and the prevalence of piracy on the waterways of South China. These chronic evils the Provincial Government appear to be in a state of helplessness to eradicate, in spite of repeated injunctions from the Central Government to suppress the one and extirpate the other.

No. 20s.—A very limited business is reported at a decline of \$1 per bale in selected threads. No. 16s.—Not much required for. Sales of only two threads are reported at \$1 lower. No. 12s.—Ruled quiet. Prices show a decline of \$2 with a small business passing. No. 10s.—Prices declined \$1 to \$3 owing to hasty sales. No. 8s.—Only one chop changed hands. No. 6s.—In moderate inquiry at quotations.

Market closes weak.

Sales:—43 bales of No. 6s., 40 bales of No. 8s., 1,870 bales of No. 10s., 315 bales of No. 12s., 45 bales of No. 16s., and 425 bales of No. 20s.; in all about 2,700 bales.

Arrivals:—Per steamers Nansang, Suising and Luising (from Calcutta), and Ichiki, Yokohama and Mutsu (from Hongkong).—About 36,000 bales.

(Uncleared Stock: About 29,000 bales.)

THE SCHOOLBOY'S TRUNK.

Find of Stolen Money.

As a sequel to the arrest at Omori on August 24th last of a former Russian Postmaster at Vladivostok, who is alleged to have absconded with official money amounting to 100,000 roubles, under circumstances already reported, the "Chuvu" reports that a sum of Yen 70,000 was incidentally discovered in the trunk of his eleven-year-old son named Enokich, who is a boarder in a certain private school on the Bluff, Yokohama. The case has been placed in the hands of the Russian Consular authorities.

JAPANESE IN MANCHURIA.

Cannot Compete with Chinese.

Competition between the South Manchuria Railway and the Chinese line seems to be tending in favour of the latter. It is stated that between the 15th and the 28th of October 2,100 tons of bean cake were transported from Mukden over the Heilmintun route, while not so much as one ton came to the South Manchuria Railway, and present appearances indicate that in the near future also the latter will be similarly discriminated against. The greater cheapness of the Chinese railway is of course the principal determining factor in this matter, but it is very possible that national feeling has something to say to it. At all events the directors of the South Manchuria Railway will have to lower their charges in the face of Chinese competition.

Meanwhile the Chinese authorities, not content with this direct competition between the railways, engaged a foreign engineer, Mr. Drake, to examine and report upon the feasibility of dredging the Liao River so as to convert it into a really useful waterway between Mukden and Newchwang. Mr. Drake is said to have completed his preliminary survey and to have reported that although the dredging of the river would be a heavy undertaking, its comparative navigability might be assured by a judicious system of breakwaters which would not cost more than 100,000 yen. It is believed that the Chinese authorities will sanction this work.

SPORTING.

Yachting.

To-morrow the second club race of the Royal Hongkong Yacht Club will be sailed over a course from the Police Pier to North Fairway Buoy, Troon Rocks Buoy, Kowloon Rock, Channel Rock and home, all marks starboard.

This week the starting line will not be from two lamp posts on the pier as hitherto, but will be taken from two white posts with discs.

CHINA SIXTY-TWO YEARS AGO.

Hæc olim meminisse juvabit.

The following is from the CHINA MAIL of the 10th November, 1845.

(To the Editor of the CHINA MAIL.)

Mr "ONGAS."—As you are in authority upon public matters perhaps you may be able to explain why the Police compel the Chinese players to shut shop so early as 9 o'clock. I, with many others, went to the sing-song last night, immediately after dinner, and had not been seated an hour when, to my amazement, and the utter dismay of the native portion of the audience, these terrible fellows of the Police, nothing daunted by the still more terrible looking fellows, the actors, extemporised a coup-d-theatre, introducing what struck me to be no improvement—sundry compe-d-baton—and forthwith, with a rapidity that would sadly non-plus any Othello that ever spoke the words, "put out light and then—put out the light."

Should this part of their performance be repeated, it cannot fail, during the theatrical season, to be very attractive to the Nimmings Neils and Crookfingered Jacks who, whether the fact be known to the civil force or not, are in China quite as knowing as their brethren in Europe.

Your obedient servant,

Bo-Pear.

We insert the above, although not having been present at the sing-song ourselves on the occasion; we are not much disposed to offer any opinion on the subject, having only our correspondent's letter to rely upon, which he must excuse us for saying appears to be just a little overdrawn.

If the Police act under orders in compelling the performances to stop so early as nine o'clock, we cannot help thinking the error is as much in excess as in hitherto having allowed them to continue long after the "Wee short hour."

But this is always their way at home as well as in the Colonies. When a grievance has continued or a nuisance been permitted so long that the endurance of permanent residents has been pretty well broken into, a newcomer, some meddling Touchwood, makes a formal complaint which makes the whole Police hivis, who then go much farther than the complainant ever contemplated; and afterwards rest upon their laurels, satisfied that no one will for some time to come at least call their zeal in question. We speak advisedly, having claimed their interference are now for abating the fearful nuisance of dog challenging dog to a howling match, and cocks keeping awake all night to practice crowing, which, judging from the sad specimens they give us, must have been sadly neglected in their youth. Our claim upon the Police was what we conceived belonged to every quiet-going citizen; but not being at first well grounded we turned to their own recorded list against dogs straying after ten o'clock at night, and forthwith orders were issued to ruthlessly destroy by felling, stabbing, and even shooting all manner of dogs that dared to show themselves after that hour. This declaration of war was speedily followed by the destruction of the finest dog in the place, to the universal regret of his acquaintance, biped as well as quadruped; but the result has certainly been a wholesome restraint on the neighbouring curs, and a general statement of the nuisance for a time at any rate. Of late it is gradually growing again, and will no doubt pass unheeded until the winter weather returns and makes folk restless and fretful at nights.

We have no doubt that this late preposterous interference with the players has arisen out of a complaint from some unhappy right who thought only of himself in the matter; for he must know that the now universal dinner hour it is impossible for any European engaged in business during the day to visit the sing-song before about nine o'clock; and we beg to assure him, that if it is well worth the trouble of China, and has without doubt been before Thalia and Melpomene were deified in the West, but as exhibiting in our poor judgment some specimens of natural acting which are appreciated by every man of perception and cultivated taste, and would do no discredit to our own stage at the present day.

For ourselves therefore, and for that portion of the public whose curiosity has or would have led them to the sing-song, we trust the police instructions may be relaxed, and if the Chinese Theatre cannot be permitted to remain open so late as an English one, at all events let the players have the same indulgence as the dogs, by suffering them to prolong their performance to ten o'clock at least. In England they have never been closed lower than "vagrabonds" by Act of Parliament, and "Majesty's Servants" by Royal Warrant; but here the Police show them less favour than they do to brutes that are good for nothing.

CHAMBERLAIN'S COLIC, CHOLERA DIARRHOEA REMEDY.

THERE is no medicine made in the world so reliable upon more implicit confidence than Chamberlain's Colic, Cholera and Diarrhoea Remedy. During the third of a century in which it has been in use, people have learned that it is the one remedy that never fails. When reduced with water and sweetened it is pleasant to take. For sale by all chemists, and some keepers.

SIR ROBERT HART'S SUCCESSOR.

China Association and Sir Robert Bredon.

The "China Times" (Hankow) publishes the full text of the letter which had been addressed to the Foreign Office by the committee of the China Association and which was the occasion of some comment here recently:—

China Association, 169 Cannon-street, London, E. C., Sept. 27, 1907.

Sir,—The anxiety regarding the status of the Imperial Chinese Maritime Customs service which was excited by the Edict of May 9, 1906, was measurably allayed by the subsidence of activity on the part of the Chinese Comptrollers after the emphatic protests to which the Edict gave rise.

It has been observed with regret, however, that the innovation involved in the transfer of control from the Wai-wu-pu to the new office is sustained, and the Association adheres in the fullest sense to the criticisms expressed in its communications to the "Foreign Office" on August 30, September 24 and 25, and November 16 of last year.

The substitution in certain cases of Chinese for foreign employees has been so far on a small scale; but a recent circular by the Inspector-General emphasises a purpose to extend the innovation. A school to train Chinese for Customs work is said to be in contemplation, with the intention that capable pupils shall be drafted into ranks hitherto filled by foreigners; and the recent appointment to the post of Comptroller of an official so distinguished as Lu Hai-huan negatively any supposition that the Edict might in any respect be dormant.

The desire of the Chinese to sinicise (if the expression may be permitted) an important department is not only intelligible but natural, and might command sympathy if the possibility of effecting the change without risk to efficiency could be admitted. But it cannot be admitted.

Among the various transformation schemes that have been witnessed lately at Peking—the transmutation of offices and changes (in name only, frequently) of Boards—and all the various projects and pretences of reform, there has been no sign of improvement in the financial methods which permeate Chinese officialdom.

The inveterate system of marketing rank and offices (noted in "The Times" telegram of March 31 last) requires that the Chinese employee promoted in the Customs or in other Government departments shall purchase corresponding rank, the price thereof is really a toll levied on his prospective earnings; and he is thus tempted if not compelled to recoup himself at the cost of the service—this method of reimbursement or enrichment not being condemned by the public conscience. And if corruption is rendered inevitable at the first, the case of the San-tou Customs cited in the Association's letter of August 30, 1906, shows to what it may descend.

The potential danger to the interests of trade and of the Chinese revenue involved in derogation from the high standard at which the service has been maintained was admitted by the Secretary of State in Parliament on August 6, 1906, and the Association might not have desired to reaffirm the views fully expressed at the same period but for the uneasiness excited by current reports of impending changes in the Inspectorate General itself.

The Committee cites with diffidence the reports that have been current of Sir Robert Hart's intention to visit England either permanently or on leave. But it would be falling in duty if it neglected to express the apprehension with which the accompanying report of Sir Robert Bredon's appointment in its stead has been received.

The supreme importance to the welfare of a service comprising foreigners of nearly every Western nationality that its chief should possess the confidence and esteem not only of the Chinese Government, but of the foreign Legations at Peking and of the members of the service itself, is too obvious to need affirmation, except for the purpose of insisting on the difficulties that might arise in the event of one who was deficient in those qualifications.

It is unlikely, perhaps, that one should be found commanding the full measure of authority that has become imbued, as it were, in Sir Robert Hart's personality commensurate with the growth of the service which he has practically created. Nor perhaps, is any one likely to command the unanimous assent of the many diverse interests concerned in a case that may be described probably as unique. But it is believed that a nearer approach to least to unanimity might be attained, and the danger that a chief lacking a full measure of support might be obliged to yield to encroachment where the general welfare is concerned, so obvious that the Association feels constrained to press very earnestly on His Majesty's Government the urgent necessity of taking steps without delay to prevent the appointment being made, temporary or otherwise, of one who will not secure the confidence of its British communities in China, nor, they beg to add, of the members of the staff of the Maritime Customs, which could alone ensure the maintenance of the efficiency and integrity of the service.

I have the honour to be, Sir, your most obedient servant, R. S. Gundry, President, China Association.

LAND OF OPHIR.

Dr Karl Peters Theory.

Berlin, October 16.

Dr Karl Peters has explained at a public meeting his theory that the Biblical land of Ophir is located between the Zambezi and the Limpopo rivers. Dr Peters himself discovered many shafts of ancient gold mines, 500 ancient towns, fortifications, and other ruins of Phoenician origin. This comes recently unearthed in Mashonaland belonging undoubtedly, he says, to the time of King Solomon. No other part of Africa could have exported the ivory, silver, and precious stones which are recorded in the Bible as coming from Ophir.

SCOTTISH LETTER.

(From Our Correspondent.)

EDINBURGH, October 18.

H. M. the King and suite have left Balmoral after a stay of three weeks in the Highlands. Notwithstanding repeated denials, the rumour is persistent that the Dueside Castle will in a short time cease to be a Royal residence.

Captain Sir George J. S. Warrander, Bart., C.V.O., C.B., has been appointed a Naval Aide-de-Camp to the King.

On Saturday afternoon, a bronze statue to Queen Victoria was unveiled at the foot of Leith Walk by the Earl of Rosebery. The Leith people were fortunate in inducing him to take a leading part in the proceedings. It is the kind of function which suits his peculiar talents; he is always a success in the performance of honorary duties upon ceremonial occasions; and his speech at the inevitable luncheon was one more addition to his long series of oratorical triumphs. The only objection that could be taken to it was that several of the phrases were too strained for the sake of ornamental effect. No one who knows the grey port, for instance, would dream of calling it by the name of "The City of Queens;" yet Lord Rosebery did so, and on the slender excuse that several Scottish Queens had landed at the quays of Leith. This is the sort of thing a public man sometimes indulges in for the purpose of tickling the ears of a local audience—Mr Gladstone was a Deacon of that Craft—and Leith is certain to remember the words with pride. Outside of the burgh boundaries, however, it is quoted with a smile as an example of his Lordship's too frequent habit of lapsing into tawdry tinsel.

Other of his sentences strike a better note. Among those which he applied to Queen Victoria were—"A true Queen of Scots." "She knit her peoples together, and that, I believe, was her noblest epithet." "Her ruling passion was patriotism." Of King Edward he remarked—"We have in our present King a Sovereign who has, without overstepping the limits of the Constitution, rendered enormous service to his country, and indeed to the cause of peace all over the world; and thus, in due course, Edward the Pacificator follows Victoria the Good."

Commenting upon the address, one journal made a pregnant remark—"Lord Rosebery's eulogy of the immediate past will cause many of its readers to reflect on his own political isolation. Why should this man be standing outside of the arena wherein he ought to be one of the leading figures? Matthew Arnold once described himself as 'a pensive outsider.' Assuredly the role of pensive outsider is not a fit one for Lord Rosebery. He is eloquent of the achievements of statesmanship in the past. Where is his own contribution to the statesmanship of to-day?"

It must be said for Lord Rosebery, however, that he has evidently an intention of keeping himself before the public at the present time, though still on the outside of the political arena. He lets no opportunity pass without his little word, especially if it is of a social and non-committal character. As one speaker rather ruddy put it at a Radical gathering, "the kind of Dalmy is now on tap to anybody who cares to put his fingers on the spigot." On Wednesday he presided at the opening address of the Edinburgh Philosophical Institution, when Andrew Carnegie held forth on "The Negro Problem;" next week he is to be present at two dinners in Glasgow, and his knife-and-fork-and-talk engagements up till the end of the year promise to be pretty numerous. As such meetings he can throw out clever epigrams in a half humorous fashion without committing himself to anything definite on anything practical. Only one exception to this policy of aloofness can be mentioned, and that was when he answered a letter from a London correspondent as to what he would have done had he had a vote in a recent election. "A short time ago, that letter would have gone into the W. P. B.; but he thought it worth while to reply that he would neither have voted for the Socialist nor the Protectionist. This shows that he has still at the back of his mind an idea that a Middle Liberal party could be formed, and that he might possibly have its leadership. Such Middle-Party of opinion does certainly exist; whether they would accept Lord Rosebery as their head is quite another question."

Active steps are now being taken in various directions to carry out the provisions of the Territorial and Reserve Forces Act. Already meetings of Lords-Lieutenant have been held in Scotland in connection with the formation of the County Associations, with whom rests the responsibility for raising the men.

The Territorial Army will require, amongst other adjuncts, a medical service, and with the view of making this efficient and acceptable to the profession, Sir Alfred Keogh, the Director-General of the Army Medical Service, is holding a series of preliminary meetings with the leading medical men in the large Volunteer centres, such as Glasgow, Edinburgh, and Aberdeen. At these meetings, the Director-General is putting forward the main outlines of a scheme for a medical service that he thinks would meet the requirements of the Territorial Army. But before promulgating it as the official organisation he is anxious that the medical profession should have time to consider it, and to offer him any suggestions or modifications that they consider should be introduced. The ultimate scheme, to be decided upon, will embody each of these and more.

The French warship *Munthe*, which was abandoned early in October, has been washed ashore on Lord Howe Island.

A QUESTION THAT EVERY MAN SHOULD DECIDE FOR HIMSELF.

THERE is one subject in which many of us are interested and that is, what is the quickest way of getting rid of a troublesome cold? Let us take some more remedy put out with exaggerated claims, or to put your faith in Chamberlain's Cough Remedy, a preparation that has won a world-wide reputation and immense sale by its cure of this disease? This remedy is for sale by all chemists, and more.

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Special Programme

SATURDAY NIGHT.

NEW PICTURES.

Hongkong, July 17, 1907. 1167

proposals as are likely to further its success, and to make it more acceptable to the profession. Speaking generally, it may be said that the new scheme is founded on the lines of the Medical Service of the Regular Army, so that the basis of it is a consolidated corps.

Lord Elgin, who has for some time past been distinguished for independence of spirit and of action, has virtually withdrawn from the agitation of the coming winter. Apparently this method of individual detachment is the only basis upon which the Government can hold together. Lord Elgin, it will be remembered, deliberately refrained from taking part in the advocacy of the Scottish land legislation in the House of Lords. Another Scottish Minister, Mr. Haldane, has now announced that he will turn away from the politics of the day to devote himself wholly to his department; and there is more in this decision on his part than a mere desire to develop the Territorial scheme. He is no more in sympathy with much of the present Government's programme than is his colleague in the Upper House. But it is a nice question how far Ministers like Lord Elgin and Mr. Haldane can continue to create the direct responsibilities of their position. It may well be asked of one of them, who is a Peer, whether he is entitled to remain in office and countenance an agitation against the Lords for rejecting two land bills to which he himself refused support.

THE TIBETAN TREATY.

Chang Yin-tang has reported to the Waiwupu that the revised treaty of India and Tibet is written in Chinese, Tibetan and English languages and the English text will be made the authentic text and the full text will be wired to the Waiwupu for its perusal.

It is also reported that the British delegate says regarding the draft treaty that the clauses about the withdrawal of the British Consular Jurisdiction in Tibet and also the clauses regarding the taxes on Indian tea could be decided only after an order from the British Government.

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THERE is one subject in which many of us are interested and that is, what is the quickest way of getting rid of a troublesome cold? Let us take some more remedy put out with exaggerated claims, or to put your faith in Chamberlain's Cough Remedy, a preparation that has won a world-wide reputation and immense sale by its cure of this disease? This remedy is for sale by all chemists, and more.

Shipping.

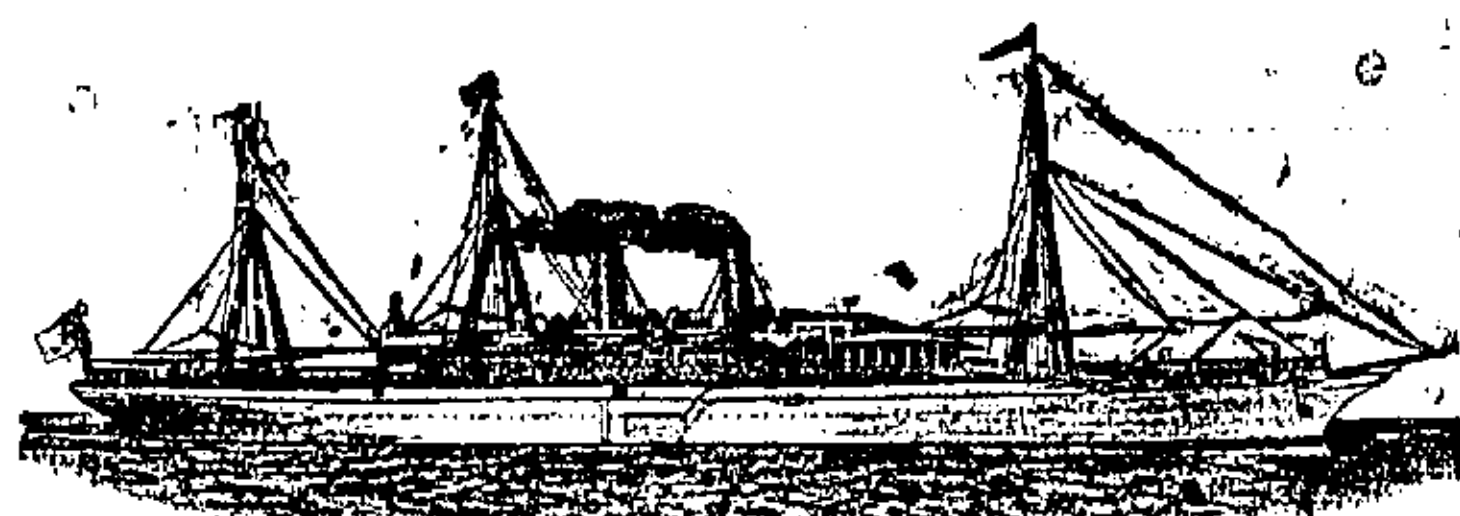
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI, MOJI, KOBE, YOKOHAMA	DELTA	About 24th	Freight and Passage.
SHANGHAI	DELTA	About 24th	Freight and Passage.
LONDON, via USUAL PORTS	DEVANHA	Nov. 30th	See Special Advertisement
MARSEILLES, LONDON, AND ANTWERP	NORE	December	Passage.

E. A. BEWETT, Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY-SPEED-PUNCTUALITY.
The only Line that MAINTAINS a Regular Schedule Service of 11 Days across the Pacific to the 'EMPERESS LINE' SAVING 5 to 10 DAYS OCEAN TRAVEL.
11 DAYS YOKOHAMA TO VANCOUVER.
18 DAYS HONGKONG TO VANCOUVER.

(Subject to Alteration)

PROPOSED SAILINGS.	LEAVE HONGKONG	ARRIVE VANCOUVER.
R.M.S. EMPRESS OF JAPAN	6000 Tons	Thursday, Nov. 21
EMPERESS OF CHINA	6000 Tons	Thursday, Dec. 19
EMPERESS OF INDIA	6000 Tons	Thursday, Jan. 15, 1908
EMPERESS OF AUSTRALIA	6000 Tons	Thursday, Feb. 13
EMPERESS OF JAPAN	6000 Tons	Thursday, Mar. 12
EMPERESS OF CHINA	6000 Tons	Thursday, Mar. 30

THE Japanese route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec, with the Company's new palatial 'EMPERESS' Steamships, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

Intermediate Steamship MONTEAGLE at 12 Noon.
First-class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent.
R.M.S. MONTEAGLE carries INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class.
Passengers booked through to all points and AROUND THE WORLD.
SPECIAL THROUGH RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK,
General Traffic Agent for China.
Corner PRINCE STREET and PRATA, Opposite Blake Pier.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP, via SHANGHAI, MOJI, KOBE, YOKOHAMA, SAID.	KAMAKURA MARU, Capt. H. Fraser, Tons 6126	WEDNESDAY, 27th Nov., at Daylight.
VICTORIA, B.C., AND SEATTLE, WASH., via SHANGHAI, MOJI, KOBE & YOKOHAMA.	TANGO MARU, Tons 7468, Capt. A. E. Moscos	TUESDAY, 26th Nov., at 4 p.m.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, VICTORIA AND BRISBANE.	KUMANO MARU, Tons 5076, Capt. N. Matheson	FRIDAY, 29th Nov., at Noon.
BOMBAY, via SINGAPORE, PENANG, MADRAS AND COLOMBO.	KAGOSHIMA MARU, Tons 4405, Capt. K. Kori	FRIDAY, 22nd Nov., at Daylight.
NAGASAKI, KOBE AND YAWATA MARU.	YAWATA MARU, Tons 3817, Capt. K. Honma	WEDNESDAY, 27th Nov., at Noon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship MINNESOTA -

25,000 TONS
BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

S.S. 'MINNESOTA', Captain C. F. AUGER, To Sail THURSDAY, 18th January, 1908.

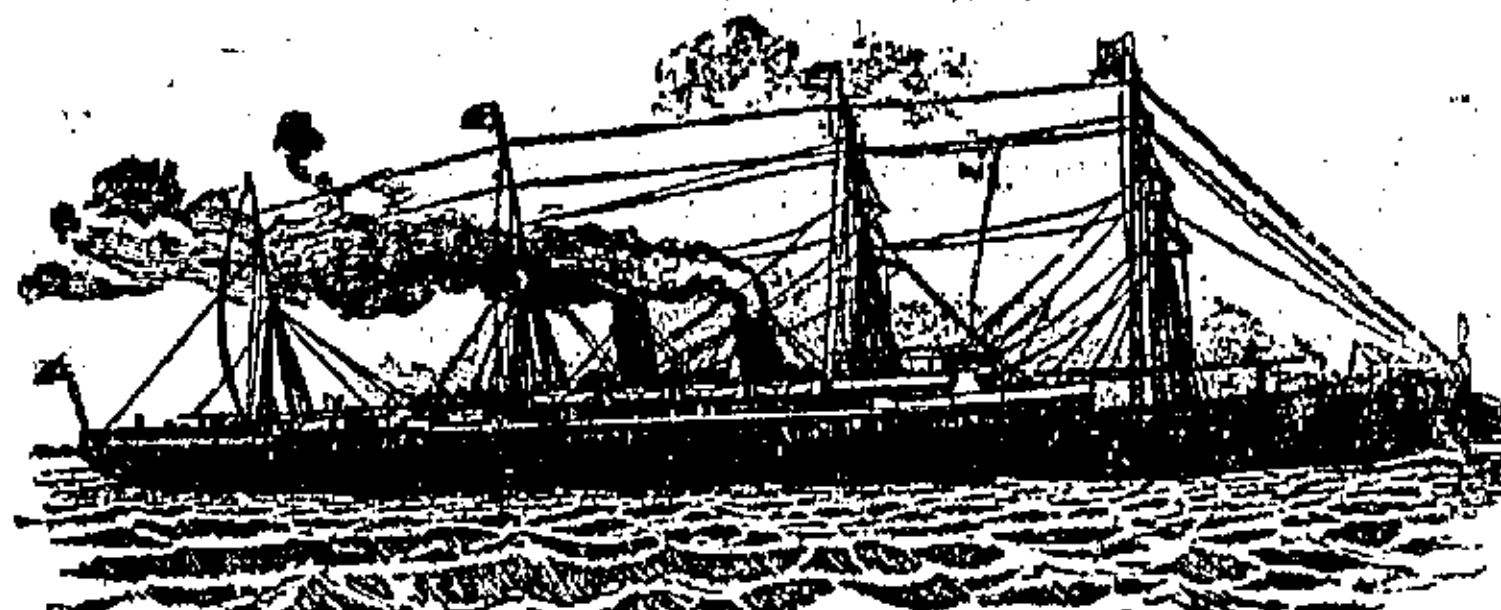
Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.
LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.
Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.
For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.
For full information regarding freight or passage apply to
NIPPON YUSEN KAISHA, Agents.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via HONOLULU, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS.	TONS.	SAILING DATES.
CHINA	10,200	SATURDAY, 23rd Nov., at Daylight
MANOHURA	27,000	SATURDAY, 30th Nov., at Noon
NIPPON MARU	11,000	SATURDAY, 7th Dec., at Noon
PRINCE	9,600	SATURDAY, 14th Dec., at Noon
HONGKONG MARU	11,000	FRIDAY, 24th Jan., at Noon, 1908
KOREA	18,000	FRIDAY, 17th Jan., at Noon
AMERICA MARU	11,000	FRIDAY, 24th Jan., at Noon
SIBERIA	18,000	SATURDAY, 16th Nov., at Noon

RECORD FAST TRIPS.
Yokohama to San Francisco, via S. S. SIBERIA, 18,000 tons. September 18-27th 1905; 10 days, 11 hours and 5 minutes.
San Francisco to Honolulu, via S. S. SIBERIA, 18,000 tons. August 16th-20th, 1905; 4 days, 19 hours.
San Francisco to Yokohama, via S. S. SIBERIA, calling at Midway Islands and Honolulu on route, August 16th-31st, 1905, 15 hours.
Yokohama to San Francisco, via S. S. SIBERIA, 18,000 tons. Oct. 13th to 23rd, 1905; 10 days, 10 hours and 29 minutes.

THE P. M. Steamship CHINA will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 23rd November, 1907, at Daylight, taking cargo for Japan and the United States, and carrying SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.
For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.
S. SILVERSTONE ONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, YOKOHAMA, MOJI, KOBE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
ARABIA	4438	C. NEUMANN	Nov. 20, at Noon
ALBANY	5167	JOHN EMMET	About Nov. 24
NICOMEDIA	4372	P. WAGEMANN	About Dec. 6

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

FOR SHANGHAI DIRECT

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
SHANGHAI DIRECT	4438	C. NEUMANN	Nov. 20, at Noon
HOIHOW, PAOYI, HAIPHONG	5167	JOHN EMMET	About Nov. 24
CEBU & LOLO	4372	P. WAGEMANN	About Dec. 6

Attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Untravellers, Table. A daily qualified Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.
N.B.—REDUCED SALOON FARES, Single and Return, to Manila and Australian Ports.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon and Staterooms—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
RUBI	2540	R. W. Almond	Manila	Saturday, 23rd November.
ZAFIRO	2540	A. Fraser	Manila	30th November.

For Freight or Passage, apply to
Shewan, Tomes & Co., General Managers.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
S.S. ATHOLL	2540	R. W. Almond	About 30th November.
S.S. INDRAKUMAR	2540	A. Fraser	About 14th December.

For Freight and further information, apply to
SHEWAN, TOMES & CO., General Agents.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL.
SINGAPORE	SUISANG	MONDAY, Nov. 18, at 3 p.m.
SINGAPORE, PENANG, AND CALCUTTA	LAISANG	TUESDAY, Nov. 19, at 3 p.m.
MANILA	LOONGSANG	FRIDAY, Nov. 22, at 4 p.m.

REDUCED FARES TO STRAITS & CALCUTTA.
Hongkong to Singapore 1st-Class Single \$ 65 Return \$100.
Penang " " " 85 " 130.
Calcutta " " " 165 " 250.

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Chiofo, Tientsin, Newchwang, and Yangtze Ports.
Taking Cargo on Through Bills of Lading to Kndat, Lahad, Datu, Simporna, Tawao, Uman, Jesselton and Labuan.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd., General Managers.

165

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

STEAMERS	TO SAIL
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP AND BREMEN	PRINZ LUDWIG, Capt. v. Binzer. THURSDAY, 21st Nov., at Noon.
SHANGHAI, NAGASAKI, KOBÉ AND YOKOHAMA	PRINZ REGENT LUITPOLD, Capt. H. Kirchner. MONDAY, 25th Nov., at Noon.
MANILA, NEWGUINEA, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE	YORCK, Capt. J. Randermaun. WEDNESDAY, 4th Dec.
KUDAT AND SANDAKAN	PRINZ SIGISMUND, Capt. D. Lenz. THURSDAY, 5th Dec., at 5 p.m.
	BOERNEO, Capt. F. Semblil. Middle of December.

For further Particulars, apply to
Norddeutscher Lloyd, MELCHERS & CO., General Agents, Hongkong & China.

765

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, etc.

Established 1841.

ORIGINATORS of the European Tourist and Excursion system.
Tickets issued to all parts of the World.
Baggage and Goods of every description collected, shipped, and forwarded at lowest rates.
Foreign money exchanged. Letters of Credit and Circular Notes issued.
Full information on application.
14, WATER STREET, YOKOHAMA.
Hongkong, August 6, 1907.

FOR SHANGHAI, YOKOHAMA, KOBE AND NAGASAKI.

THE Steamship GREGORY APCAR, Captain S. H. Casson, will be despatched for the above Ports on TUESDAY, the 19th inst., at Noon.

This Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified Doctor.
For Freight or Passage, apply to
D. SASSOON & Co., Ltd., Agents.
Hongkong, November 12, 1907. 1800

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, INDIA, ADEEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERANNEAN AND BLACK SEA PORTS.

THE Steamship TONKIN.

Captain CHARBONNET, will be despatched for MARSEILLES on TUESDAY, the 26th November, 1907, at 1 p.m.
Passage Tickets, Freight, and through Bills of Lading issued for above ports, and for Australia, with prompt transshipment at Colombo.
Cargo also booked for principal places in Europe.
Next Sailings will be as follows:—
S.S. POLYNESIE, Dec. 10, 1907.
S.S. TOURNAI, Dec. 24, 1907.
G. DE CHAMPEAUX, Agent.
Hongkong, November 13, 1907. 1806

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (Calling at Tientsin, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmantia, &c.)
THE Steamship EASTERN, Captain McArthur, will be despatched as above on SATURDAY, the 30th inst., at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
The Steamer is installed throughout with Electric Light.
A Surgeon and a duly qualified Surgeon are carried.
N.B.—To secure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTONE & CO., Agents.
Hongkong, November 4, 1907. 1760

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

THE Steamship SCHUYLKILL, Captain ANDERSON, will be despatched as above on or about 10th December, 1907.

For Freight, etc., apply to
STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department, (Global Managers).
Hongkong, October 25, 1907. 1704

Dentistry.

DR. HARRY FONG,

AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved Appliances.

61, QUEEN'S ROAD CENTRAL. 1319

S I E N T I N G

Surgeon Dentist.

No. 14, D'ARVILLE STREET.

TERMS VERY MODERATE

Consultation Free.

CHEE WING & CO.

27, 28 and 29, LEE YUEN STREET (WEST) HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL, IRON WARE, &c.

STEEL GIRDERS AND TEES.

CORRUGATED IRON, PIG IRON, &c.

Suitable for SHIPS, ENGINEERS AND HOUSE BUILDERS.

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CARMICHAEL AND OLARKE.

CONSULTING ENGINEERS AND SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.

Repairs promptly attended to.

TELEGRAMS: 'CARMICHAEL', HONGKONG.

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TELEPHONE 232. 16

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1906, £17,837,119.

—Authorized Capital £2,000,000

Subscribed Capital £2,750,000

Paid-up Capital £887,600 0 0

II—Fire Funds £586,720 19 8

III—Life & Annuity Funds £3,728,988 8 6

£17,837,119 8 1

Life & Annuity £2,061,044 19 8

Branches. 1,713,808 19 10

£3,774,853 19 6

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

SHEWAN, TOMES & CO. Agents.

765

A P E J E Y E S

DISINFECTANT

F E I L D

SOLE AGENTS.

W. G. HUMPHREYS & CO.

BANK BUILDINGS.

Hongkong, May 18, 1906. 1024

WEEKLY NEWS FOR HOME.

The Overland China Mail

Published to suit the Departure of each English and French Mail Steamer to Europe.

FULL REPORTS

AND ALL THE LATEST INTELLIGENCE (Commercial, Shipping, etc.)

The best paper for posting to friends at home.

117 per Annum (including Postage).

THE CHINA MAIL, LD., 8, Queen's Road Central.

THE HONGKONG DOCKS.

A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.

Reprinted from the 'China Mail'.

Price Fifty Cents.

To be had at the 'China Mail Office' 8, Queen's Road Central.

WASHING BOOKS.

(In English and Chinese).

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, 50 Cents.

CHINA MAIL OFFICE, 8, Queen's Road Central.

THE 'REVENUE OF CHINA.'

A SERIES OF ARTICLES, Reprinted from 'The China Mail,' WITH AN APPENDIX.

To be had at the Office or at the Paragon, 8, Queen's Road Central.

Price 50 Cents.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave Colon	Connecting Steamers from Colombo to Marseilles & London	Due at Marseilles (Orinoidi 2 days earlier)	Due at London (London 1 day later)
DEVANHA	Nov. 30	HIMALAYA	Dec. 28	Jan. 4, 1908
MALTA	Dec. 14	MOLDAVIA	Jan. 11, 1908	Jan. 15
DELTA	Dec. 28	INDIA	Jan. 25	Feb. 1
DELHI	Jan. 11, 1908	MONGOLIA	Feb. 8	Feb. 15
ARCADIA	Jan. 25	VICTORIA	Feb. 22	Feb. 29
PENINSULAR	Feb. 8	MACEDONIA	Mar. 7	Mar. 14
DEVANHA	Feb. 22	BRITANNIA	Mar. 21	Mar. 28
DELTA	Mar. 7	MOLTA	Apr. 4	Apr. 11
MARMORA	Mar. 21	(calling at Bombay)	Apr. 18	Apr. 25
DELHI	Apr. 4	MOLDAVIA	May 2	May 9
MALTA	Apr. 18	HIMALAYA	May 16	May 23
DEVANHA	May 2	MONGOLIA	May 30	June 6
OCEANA	May 16	INDIA	June 14	June 21

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.
In addition to the above Mail Steamers the following—
INTERMEDIATE (Non-Transitment) STEAMERS
WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Due at London
* NORE	Dec. 4	Jan. 1908
* SYRIA	Dec. 18	Feb. 3
* NYANZA	Jan. 1, 1908	Feb. 17
* NILE	Jan. 15	Mar. 2
* SUNDA	Jan. 29	Mar. 16
* PALAWAN	Feb. 12	Mar. 30
* NUBIA	Feb. 26	Apr. 13
* BORNEO	Mar. 11	Apr. 27
* NORE	Mar. 25	May 10
* NUBIA	Apr. 8	May 24
* SUNDA	Apr. 22	Jun. 6
* PALAWAN	May 6	Jun. 20

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.
* Carry 1st and 2nd Saloon Passengers. + Carry only First Saloon Passengers.
For further particulars, Apply to
E. A. HEWETT,
Superintendent.

2221

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSAPROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

THE Co.'s s.s.	For	Leaving
* JOSHIN MARU, Capt. H. S. Smith,	TAMUI, Via SWATOW, AND AMOY.	SUNDAY, 17th Nov., at 9 a.m.
* SHOSHU MARU, Capt. N. MEMOTO,	SHANGHAI, Via SWATOW, AMOY AND POODHOU.	TUESDAY, 19th Nov., at 8 a.m.

* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amidships. Unsurpassed Table.
+ Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1, QUEEN'S BUILDINGS.

T. ARIMA, Manager

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
* TREMONT	9808	T. W. Garlick	10th December, 1907
* SUVERIC	6233	W. Shotton	4th January.
* KUMERIO	6233	Cowley	28th January.
* SHAWMUT	9808	E. V. Roberts	21st February.

+ Cargo only. * Passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

* The Twin-screw s.s. Shawmut and Tremont are fitted with very superior Accommodation for First and Second-Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

Dodwell & Co., Limited,
GENERAL AGENTS.

QUEEN'S BUILDINGS.

Shipping.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG
AND CALLAO AND IQUIQUE,
via JAPAN PORTS
(Kobe, Yokohama, and
Manila). With Option to Call at Mexico and
other Coast Ports.

THE Steamship
KATHERINE PARK, 5000 tons,
will be despatched for Callao, Iquique,
via Japan Ports, on or about Middle of December.
KASATO MARU, 6100 tons, will be de-
scribed hence to Callao, Iquique,
via Japan Ports, sometime in
March, 1908.
Taking Freight and Passengers to other
Eastern and Western Coast Ports of South
America in connection with steamers of the
Pacific S.N. Co.
The above steamers have splendid accom-
modation and are fitted throughout with
Electric Light. A duly qualified Surgeon
is carried on each boat.
K. MATSUDA, Manager,
York Building,
Hongkong, April 15, 1907. 612

REGULAR
STEAMSHIP SERVICE TO NEW
YORK.
Via Ports and Suez Canal.

With Liberty to Call at Malabar Coast.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS. To Sail, 1907.

For Freight and further information.

Apply to DODWELL & CO., LTD.,
Agents.

Notices to Consignees.

NOTICE TO CONSIGNEES.

STEAMER POLYNESIAN.

COMPAGNIE DES MESSAGERIES

MARITIMES.

CONSIGNEES of Cargo from LONDON or
s.s. Medes and Cordovan; from BORNEO
s.s. FIDE de Ceteris, in connection
with the above Steamers, are hereby in-
formed that their Goods, with the exception
of Opium, Treasure and Valuables, are
being landed and stored at their risks
into the hazardous and/or extra hazar-
dous Godowns of the HONGKONG & KOW-
LOON WHARF AND GODOWN COMPANY, LTD.,
at Kowloon, whence delivery may be ob-
tained immediately after landing.
Optional Cargo will be forwarded on
unless intimation is received from the Con-
signees before 10 A.M., TO-DAY, requesting
it to be landed here.
Bills of Lading will be countersigned by
the Underwriters and Goods remaining
unclaimed after TUESDAY, the 19th
November, at Noon, will be subject to rent
and landing charges.
All claims must be sent in to me on or
before the 19th November, or they will not
be recognized.
All damaged packages will be examined
on TUESDAY, the 19th November, at
3 p.m.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, November 12, 1907. 1799

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD. BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship

SACHSEN,

having arrived, Consignees of Cargo are

hereby informed that their Goods, with the

exception of Opium, Treasure and Valua-
bles, are being landed and stored at their
risk into the hazardous and/or extra hazar-
dous Godowns of the HONGKONG & KOW-
LOON WHARF AND GODOWN COMPANY, LTD.,
at Kowloon, whence delivery may be ob-
tained immediately after landing.
Optional Cargo will be forwarded unless
notice to the contrary be given before
FRIDAY, the 16th of November, at 11 A.M.
No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining undelivered after the 21st of
November, will be subject to rent.
All Broken, Chafed, and Damaged Goods
are to be left in the Godowns, where they
will be examined on the 21st of Novem-
ber, at 9.30 A.M.
All Claims must reach us before the 25th
November, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
the Underwriters.

NORDDEUTSCHER LLOYD.

MELOERS & CO.,
Agents.

Hongkong, November 16, 1907. 1820

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY'S

STEAMER MALTA.

FROM BOMBAY, COLOMBO AND

STRAITS.

CONSIGNEES of Cargo by the above-
named Vessel are hereby informed
that their Goods are being landed and
placed at their risk in the HONGKONG AND
KOWLOON WHARF AND GODOWN COMPANY'S
Godowns at Kowloon, where each consignee
will be sorted out by Mark as Mark and
delivery can be obtained as soon as the
Goods are landed.
This Vessel brings on Cargo:
From PERMAN GUZ, ex B. I. S. N. and
B. and P. S. N. Co.'s steamers.
Optional goods will be landed here unless
intimation is given to the contrary
before 9 hours.
Goods not cleared by the 21st November,
at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me
in any case whatever.
Damaged Packages must be left in the
Godowns for examination by the Con-
signee's representative and the Company's
representative at an appointed hour. All Claims must be
presented within ten days of the steamer's
arrival here, after which date they cannot
be recognized. No Claims will be ad-
mitted after the Goods have left the
Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, November 16, 1907. 1818

NOTICES TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship *Laiang*
having arrived from the above Ports,
Consignees of Cargo by her are hereby
informed that their goods will be delivered
from alongside.
Cargo impeding the discharge or remain-
ing on board after 4 p.m., the 14th inst.,
will be landed at Consignees' risk and
expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
General Managers,
Hongkong, November 11, 1907. 1792

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship *Gregory Aker* having
arrived from the above Ports, Con-
signees of Cargo are hereby informed that
their Goods will be delivered from along-
side.
Cargo impeding the discharge of the vessel
will be landed at once, at Consignees' risk and
expense. Cargo remaining on board after
4 p.m., of the 14th inst., will be landed at
Consignees' risk and expense.
Bills of Lading will be countersigned by
the undersigned.
DAVID SASSOON & Co., Ltd.,
Hongkong, November 16, 1907. 1822

HOW TO DO MORE BUSINESS.

MANY AMERICANS have built up
great commercial enterprises, by the
use of Trade-copies sent applied by our
CLIPPING BUREAU. Chinese mer-
chants can do the same if they follow
American methods.
We clip business news from more than
50,000 papers monthly, and send these
items to you while there is good prospect
of supplying what is needed and doing
business.
We can send you news and clippings on
any line of business, or any subject, and
you will be able to know, IN TRUTH, just
what American business methods are like,
and where there are openings for Chinese
merchants.

Suppose, for instance, you are a maker
of Pottery: our Clipping Bureau might
find in some paper an item saying that a
big wholesale Pottery concern was being
organized in a certain town—well, of
course, you would send your business-news
to that town, and give you a chance to do business
with that firm.
We can do just the same in any line of
business, for there is always something
being done that it might pay Chinese mer-
chants to know.
We can supply you with advertisements
of all the great American merchants and
manufacturers, so that you may assimilate
their ideas and increase your business in
China the way we do here.

To avoid delay, send ten dollars (Mex.)
for one month's trial order. Subsequent
rates can be determined according to service.
It won't cost you money to send for our
fine Book which tells all about our service
and how much it costs. Send for it to-
day.
Consular references.

INTERNATIONAL PRESS CLIPPING

BUREAU.

DEARBORN STREET, CHICAGO, ILL.

Hongkong, September 24, 1907. 1337

DEAR TRAMWAYS COMPANY.

LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 8.30 a.m. Every 10 minutes.

8.30 a.m. to 9.00 a.m. Every 10 minutes.

9.00 a.m. to 9.30 a.m. Every 10 minutes.

9.30 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 10.30 a.m. Every 10 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 11.30 a.m. Every 10 minutes.

11.30 a.m. to 12.00 p.m. Every 10 minutes.

12.00 p.m. to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 1.30 p.m. Every 10 minutes.

1.30 p.m. to 2.00 p.m. Every 10 minutes.

2.00 p.m. to 2.30 p.m. Every 10 minutes.

2.30 p.m. to 3.00 p.m. Every 10 minutes.

3.00 p.m. to 3.30 p.m. Every 10 minutes.

3.30 p.m. to 4.00 p.m. Every 10 minutes.

4.00 p.m. to 4.30 p.m. Every 10 minutes.

4.30 p.m. to 5.00 p.m. Every 10 minutes.

5.00 p.m. to 5.30 p.m. Every 10 minutes.

5.30 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 6.30 p.m. Every 10 minutes.

6.30 p.m. to 7.00 p.m. Every 10 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

8.00 p.m. to 9.00 p.m. Every 10 minutes.

9.00 a.m. to 9.30 a.m. Every 10 minutes.

9.30 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 10.30 a.m. Every 10 minutes.

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2.00 p.m. to 2.30 p.m. Every 10 minutes.

2.30 p.m. to 3.00 p.m. Every 10 minutes.

3.00 p.m. to 3.30 p.m. Every 10 minutes.

3.30 p.m. to 4.00 p.m. Every 10 minutes.

4.00 p.m. to 4.30 p.m. Every 10 minutes.

4.30 p.m. to 5.00 p.m. Every 10 minutes.

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, November 14th, 1907.
At 100 cents per Dollar Mexican.

Butcher Meat.

Beef steaks & prime cut—Met Enag Pa .. lb 20

.. Corned—Ham Ngau Yuk 20

.. Roast—Shiu 20

.. Breast—Nagu Lam 16

.. Soup—Tong Yuk 16

.. Steak—Ngau Yuk Pa 20

.. .. Ontom Ngau Lau Shidok 30

.. .. Sanagosa—Ngau Chang 26

.. .. Bullock's Brains—, Siow .. per set 10

.. .. Tongso fresh—Ngau Li .. each 60

.. .. Head—Ngau Tau 80

.. .. Heart—Ngau Sum 12

.. .. Hamp, Salt—Ngau Kin 40

.. .. Feet—Ngau Kerk each 7

.. .. Kidneys—Ngau Yin 10

.. .. Tail—Ngau Mei 17

.. .. Liver—Ngau Con 12

.. .. Tripe (undressed)—Ngau To 7

.. .. Calves' Head & Feet—Ngau chai-tan-kak, set \$1.00

.. .. Mutton Chop—Young Pal Kwat 12

.. .. Leg—Young Poi 24

.. .. Shoulder—Young Shaw 22

.. .. Pig's Chittings—Chi chong 24

.. .. Brains—Chi Know .. per set 2

.. .. Feet—Chi Kerk 12

.. .. Fry—Chi Chak 24

.. .. Head—Chi Tau 12

.. .. Heart—Chi Sum each 10

.. .. Kidneys—Chi Yiu 8

.. .. Liver—Chi Con 12

.. .. Pork Chop—Chi Pai Kwat 24

.. .. Corned—Ham Chu Yuk 24

.. .. Leg—Chi Poi 24

.. .. Fat or Lard—Chi Yau 18

.. .. Sheep's Head and Feet—Young Tau Kerk set 55

.. .. Heart—Young Sam each 6

.. .. Kidneys—Young Yiu 10

.. .. Liver—Young Con 12

.. .. Sucking

